

IN THE CLAIMS:

1. (Currently Amended) A diesel particulate matter reduction system comprising:
 - a diesel particulate filter (DPF) configured to capture particulate matter of exhaust gas;
 - an electric power supply device;
 - a heater configured to be operated by electric power supplied by the electric power supply device to heat the DPF;
 - an air blower configured to be operated by electric power supplied by the electric power supply device and providing air to the DPF; and
 - a control unit controlling operations of the heater and the air blower;
 - wherein the electric power supply device includes a fuel supply nozzle having an electric power source; and
 - wherein the control unit is electrically connected to the electric power source of the fuel supply nozzle and initiates operation of the heater and air blower using electric power supplied from the fuel supply nozzle when the fuel supply nozzle is inserted into a fuel supply hole of a vehicle.
2. Canceled
3. (Currently Amended) The diesel particulate matter reduction system of ~~claim 2~~ claim 1, wherein the control unit includes an electric power supply plug that is disposed near the fuel supply hole, and wherein the fuel supply nozzle is provided with an electric power supply socket into which the electric power supply plug can be inserted.
4. (Original) The diesel particulate matter reduction system of claim 3, wherein the electric power supply plug and the electric power supply socket are respectively disposed such that the electric power supply plug can be inserted into the electric power supply socket when the fuel supply nozzle is inserted into the fuel supply hole.
5. (Original) The diesel particulate matter reduction system of claim 1, wherein the heater is disposed upstream of the DPF.

6. (Original) The diesel particulate matter reduction system of claim 1, further comprising a temperature sensor detecting a temperature of the heater and generating a corresponding signal, wherein the control unit controls the electric power to be supplied to the heater until the temperature of the heater reaches a predetermined temperature based on the signal of the temperature sensor.

7. (Currently Amended) A diesel particulate matter reduction method using a diesel particulate filter (DPF), comprising:

capturing diesel particulate matter of exhaust gas using the DPF; and

regenerating the DPF by removing the captured particulate matter, wherein the regenerating of the DPF comprises:

heating the DPF using electric power that is supplied from an external electric power supply device such that the captured particulate matter can be burned wherein the electric power supply device includes a fuel supply nozzle having an electric power source;
and

sending air to the DPF, wherein said heating and sending are initiated by a control unit, and wherein said control unit is electrically connected to the electric power source of the fuel supply nozzle when the fuel supply nozzle is inserted into a fuel supply hole of a vehicle.

8-9. Canceled.

10. (Currently Amended) The diesel particulate matter reduction method of ~~claim 9~~ claim 7, wherein the heater is disposed upstream of the DPF.

11. (Currently Amended) The diesel particulate matter reduction method of ~~claim 9~~ claim 7, wherein in the heating of the DPF, the heater is controlled to operate until a temperature thereof reaches a predetermined temperature.

12. (Original) The diesel particulate matter reduction method of claim 11, wherein in the heating of the DPF, the heater is controlled to not operate after the temperature thereof reaches the predetermined temperature.

13. (Currently Amended) The diesel particulate matter reduction method of ~~claim 8~~ claim 7, wherein the sending is performed by operating an air blower using the electric power of the fuel supply nozzle.